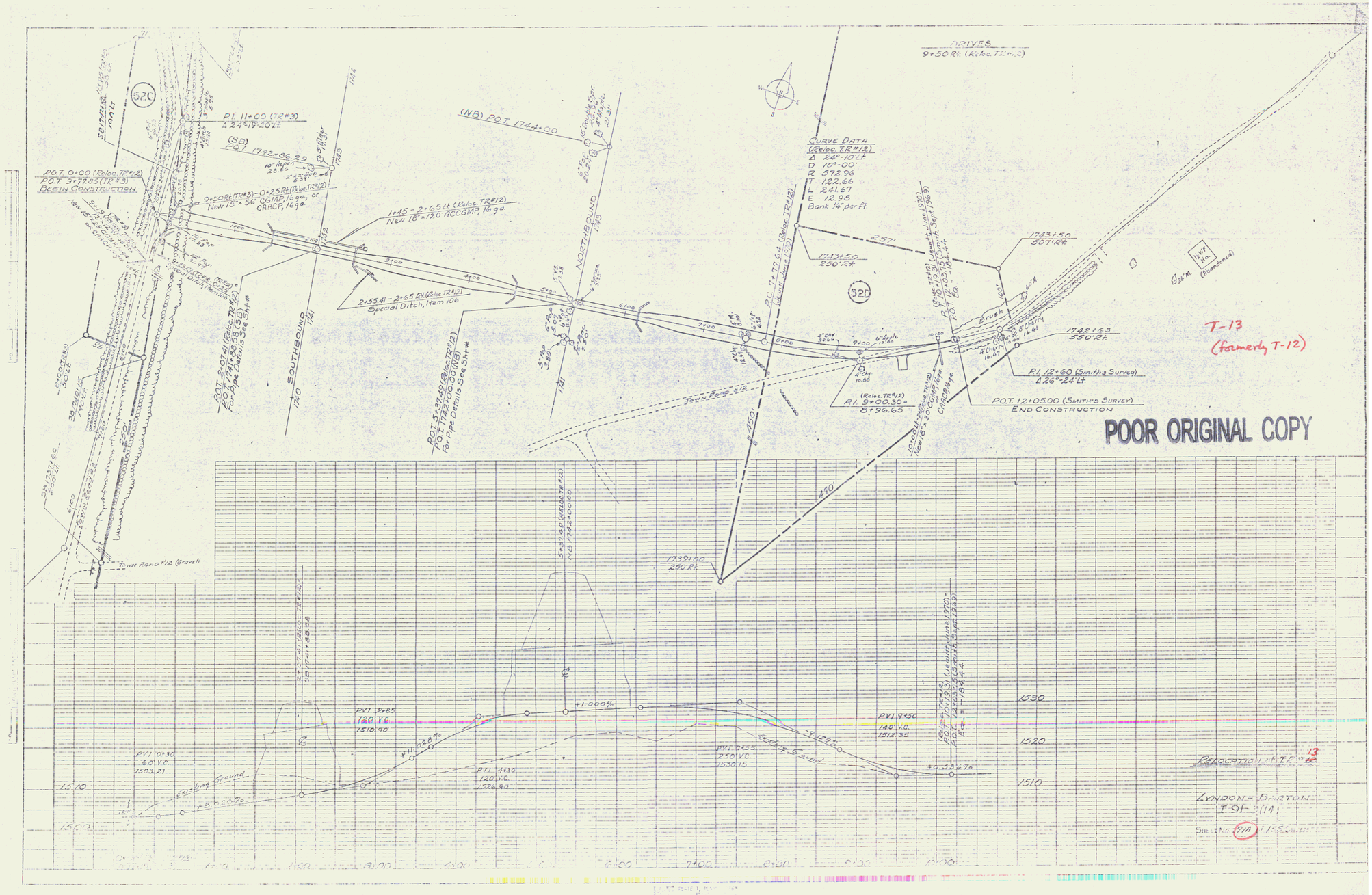
DRIVES
9+50 Rt. (Reloc. TR#12)
CURVE DATA
(Reloc. TR#12)
Δ 24°-10' Lt
D 10°-00'
R 572.96
T 122.66
L 241.67
E 12.95
Bank 1/4" per ft.
P.I. 11+00 (TR#3)
Δ 24°-19'-20" Lt
(SB) P.O.T. 1742+66.29
P.O.T. 0+00 (Reloc. TR#12)
P.O.T. 9+77.85 (TR#3)
BEGIN CONSTRUCTION
9+50 Rt. (TR#3) - 0+25 Rt. (Reloc. TR#12)
New 15" x 56" CGMP, 16 ga. or
CRACP, 16 ga.
(NB) P.O.T. 1744+00
1+45 - 2+65 Lt (Reloc. TR#12)
New 18" x 120" ACCGMP, 16 ga.
2+35.41 - 2+65 Rt. (Reloc. TR#12)
Special Ditch, Item 106
NORTHBOUND
SOUTHBOUND
P.C. 7+77.64 (Reloc. TR#12)
1743+50
250' Rt.
1743+80
300' Rt.
1742+63
350' Rt.
P.I. 12+60 (Smith's Survey)
Δ 26°-24' Lt.
P.O.T. 12+05.00 (SMITH'S SURVEY)
END CONSTRUCTION
P.I. 9+00.30
8+96.65
Town Road #12
Brush
T-13
(formerly T-12)
POOR ORIGINAL COPY
Town Road #12 (Gravel)
1739+00
200' Rt.
PVI 7+85
120' V.C.
1510.90
PVI 0+30
60' V.C.
1503.21
PVI 4+30
120' V.C.
1526.92
PVI 9+50
120' V.C.
1512.35
PVI 8+55
250' V.C.
1530.15
Existing Ground
Grade Line
1510
1520
1530
LYNDON-BARTON
T 01-2(14)

60